

From *Walter Kien* 3.

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MANY AUST. CIGARETTES SAID TO HAVE TOO MUCH TAR

Vic. Anti-Cancer Council Report

Melbourne, Oct. 31. — Tests on 13 brands of Australian-made cigarettes have shown that 11 of them have a tar content above a "tolerable maximum", according to a report by the Victorian anti-Cancer Council.

The tests were made by the Department of Chemistry at Monash University, under a research grant from the council.

Announcing the result of the tests to-day the council said: "Tar is the part of the smoke on which most suspicions had fallen. It contains a number of well-known cancer causing agents."

The tests showed that Hallmark cigarettes with myria filter have the lowest tar content of 7.1 milligrams. Philip Morris (regular) has the highest with 32.3 milligrams.

This is the tar content table of the 13 brands tested:—

Hallmark (myria filter) 7.1; Ransom 7.4; Hallmark (charcoal filter) 14.9; Gent 18.0; Alpina 18.8; Escort 20.3; Albany 20.4; Camel (plain) 23.7; Belvedere 25.1; Kool 25.2; Rothmans (plain) 28.3; Craven A (plain) 26.5; Philip Morris (regular) 32.3.

Method

The council said the method used to establish the tar content was that used by the United States Government's Federal Trade Commission.

The anti-cancer council said to-day: "People should know the tar level of all brand of cigarettes, and most effective way would be compulsory labelling of packets."

The council says, too, that all advertisements should carry a statement of tar content.

"And encouragement should be given to low tar brands," the council said.

"This could be achieved by an increasing scale of excise, thus making high tar brands more expensive."

"Pending Government action,

the anti-cancer council will continue to support research on cigarette tar at Monash University.

"From time to time reports will be issued until all brands on the Australian market have been covered."

The anti-cancer council says that tests made about a year ago showed that the average tar content of Australian made cigarettes was about 40 per cent. higher than American cigarettes.

"It was asked by the press and in Parliament whether the higher tar content was because of Australian tobacco," it says.

"The recent tests show that Australian tobaccos are not at fault. Each of the two major companies produces a low tar content cigarette comparable with the lowest available in the U.S.A."

Compulsory labelling of tar levels of cigarettes on packets will be discussed by Federal and State Health Minister at their next meeting.

The Victorian Minister for Health, Mr. V. O. Dickie, said to-night that the figures on tar levels compiled by the anti-Cancer Council of Victoria would be put before the conference by the National Health and Medical Research Council.

Mr Dickie said any action on labelling of packets would need to be done at a national level because cigarettes were produced for national sale.

The next conference of the Ministers will be in Adelaide next April.

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They'll take to the hills

The Alpine Rally, the longest-established car trial in Australia, gets under way again on November 23.

Organised by the Light Car Club of Australia and sponsored by Philip Morris, the rally was first staged in 1927.

The rally this year starts at the LCCA headquarters in Queens Road, Melbourne, then rallies to a point about 200 miles from the city.

From there, crews will face three highly competitive stages, totalling 450 gruelling miles over some of Victoria's most rugged alpine territory.

The rally will end at the Phillip Island race circuit the next day, coinciding with the Victorian Sports Car championship.

This is the last event which counts for the Australian Trials Championship, and

a top rally field is expected to enter.

Starters should include the Victorian Holden dealers team of three cars driven by Tony Roberts, Bob Watson and Reg Lunn.

Frank Kilfoyle (Ford Cortina) has a good chance of winning the championship if he is successful in this rally.

NO PROTESTS

The route of the rally has been checked and double-checked by the directors to ensure that the reputation gained with six protest-free years is maintained.

Unfortunately for the organisers, the London to Sydney marathon will take away some of the interest in this classic local event.

FOOTNOTE: If you could turn the clock back to 1931 you would have seen Carl Junker win the Australian Grand Prix in a Bugatti Type 57 — and two years later win the Alpine Rally in the same car.